Aug. 26.

60-foot car behind it, shot against the "I am going to stay up all night and

Both cars were filled with people as identifications. the plunge was made, and in a few moments the cars lay, a mass of crumbled James Hillick, of Geneva, conductor, wood, metal and glass, under which a with Messrs. Bowman and Callan, engihundred men, women and children, many neers, on the locomotives. Hillick had of whom were killed instantly, were just stepped from the dining car to the buried. The most destruction occurred next car in front when the dining car in the day coach No. 237, and a dozen left the track. He pulled the signal for persons were later taken dead from the brakes and both engineers responded imsecond day coach, which, having fol- mediately. Bowman, of the second enlowed the first over the trestle, snapped gine, was leaning from his cab window, its rear coupling and thus saved the rest and as he turned on the brakes he of the train from being dragged over.

This second day coach struck on the the trouble and saw the cars toppling off bottom and stood up, the rear end pro- the bridge. With the rest of the rail jecting a few feet above the top of the road men he hurried to the rescue. trestle. All of the passengers in this car were piled in a tangled mass of on the track gave prompt assistance. broken seats at the bettom of the car.

#### Railroad Men Rush to Give Aid.

The Pullman car Emelyn, which re- jured that there was work for all. mained on the bridge with one end profreight yards at Manchester, rushed to vania. give aid. As the groans of the injured Two theories for the cause of the and dying were heard below and all wreck have been advanced by railroad possible speed was made, but it was men. It is their opinion that it was several minutes before anybody reached caused by a broken rail or the spreading the cars at the bottom to effect rescues. of the rails. Had it occurred one hun

secured and body after body was re- the the loss of life would have undoubtmoved and carried by the rescuers, knee edly been far less, for beyond this disdeen in the river bed, to the bank on tance either way the tracks pass over the west side of the trestle. There the a level stretch of country. dead and injured were laid out on the damp ground, while planks and timber, taken from buildings in course of construction, were requisitioned and a field Central tracks via Lyons. hospital was established.

It was more than an hour before many and medical supplies. Hundreds awaited house were used to give temporary shelter and treatment to the refugees.

#### Death Comes Quickly to Many.

It was necessary to chop through the bottom, and the work of removing the suffering and dying to render aid and victims moved with painful slowness Death had come swiftly to many, a large number of the dead having had their skulls crushed in when they were thrown with terrific velocity against the car seats and projections. The mortality was high among the older passengers, most of whom were battle scarred veterans of the Civil War and their wives. The dead removed from the wreck and

taken to the morgue of J. M. Stoddard at Shortsville, near here, to-night numbered twenty-three. Two other persons died in Rochester from their injuries. Several others, with probably mortal in-Juries, are lying in the hospitals at Rochester, Geneva and Clifton Springs. Owing to the fact that the derailed

dining car in going into the ditch east of the trestle had brought down several telegraph poles, with scores of wires, KEELER, Edward, Washington; reported as slightly injured; has hand off at wrist. telegraph service was broken, and will not be restored until to-morrow. Aid had to be summoned by telephone.

Coroner D. A. Eisline, of Shortsville, took charge of the wreck, and was as-sweeney, Mrs., fifty years old. No. 839 South steed by Coroners A. W. Armstrong, of 17th street, Philadelphia; critical. sisted by Coroners A. W. Armstrong, of Geneva. Coroner Armstrong was as- KEELER, Edward, veteran, No. 136 Newton street, Washington signed particularly to investigate the

"It looks to me as though the track was bad and there was probably a broken rail. It looks as if the first truck of injured: of the first car that was derailed left the rails about sixty feet from the west end | Geneva; Monsignor Hendrick, Ovid; of the bridge. We will hold no inquest James Richardson, Philadelphia; Mrs. until we identify all of the bodies."

## Car Topples Over on Wreckage.

Late to-night while the wrecking crew was trying to remove part of the wreckage the day coach which stood on end fell into the gully, and added more wreckage to the pile at the bottom, under may be concealed. Members of the the jar of the big car as it slid along the frightened many who stood on the

A harrowing aftermath of the wreck the various articles with the proper owners, and many of the dead, on whom at first sufficient means of identification was to be found, were soon laid out at Twelve injured passengers from the Lethe morgue, where careless visitors high Valley Railroad wreck at Manchesmixed up garments and identification ter to-day were brought to the Clifton

The breaking down of telegraph service added to the confusion, because of the inability of those who are safe to send advices to anxious relatives. It will probably be days before the full list of dead is secured, and the features of some are so badly disfigured that identification in any case will be difficult.

## Pathetic Sight at Station.

A pathetic sight is seen 'n the Manchester station to-night, where the hats of the men in blue, with their gold braid, and the more pretentious headgear of the Sons of Veterans are piled up with baggage, bloody garments, umbrellas and other personal effects, most of which are the property of the dead.

am doing my best to get out a list of

The wrecked train was in charge of looked backward to learn the cause of

Passengers of the cars which remained patched to the nearby places and special relief trains were run from east and Indescribable pandemonium followed, west. So great was the number of in-

There were many heartrending scenes jecting over the guich and several cars and a number of miraculous escapes. behind it, derailed and in immediate One woman was all that remained alive danger of going over on the mass of of a family of four. Two men jumped wreckage below, were soon emptied of through a window and escaped with all their passengers, and these, aided by slight cuts. Most of the passengers were gangs of railroad employes from the big bound for points in Eastern Pennsyl-

The cars did not catch fire. Axes were dred feet either east or west of the tres

The road was blocked for several hours, and it was necessary to send the westbound trains over the New York

Monsignor Thomas J. Hendrick, of Ovid. N. Y., a brother of Supreme Court of the injured could be removed, and Justice Peter A. Hendrick; the Rev. W. special trains from both Geneva and H. Harrington, of Ithaca, and the Rev. Rochester brought physicians, nurses James Griffin, of Waverly, were in the dining car at the time of the accident treatment, and the railroad station at and were painfully bruised. They has-Manchester, a cider mill and an ice- tened, however, to the aid of the injured and administered the last rites of the Catholic Church to the dying.

Sisters Hortensia and Veda, of a Geneva convent, though suffering from sides and bottom of the day coach at the shock and bruises, also went among the

Rochester, Aug. 25 .- The following injured are at Hahnemann Hospital here, besides three who are unconscious and unidentified:

KRAJEWSKI, Miss A. G., twenty-five years old, No. 1955 Clinton street, Buffalo. KRAJEWSKI, Helen, ten years old, a sister. WHITLEY, the Rev. and Mrs., aged couple, of Boydton, Va.

PHILLIPS, Julia, forty-five years old, 3424 North WINTERBURY, Mr. and Mrs. T. P., of Toronto

SPINDLER. Peter J., of Olean, whose wife is at St. Mary's Hospital, this city. HEADLEY, Howard, twelve years old, of Phila-

HYDE, Mr. and Mrs. Joseph, No. 248 West 16th street, New York City. SADDLER, Charles H., colored porter, No. 300 Sharon avenue, Sharonville, Penn.

The following injured are at the Homoeopathic Hospital:

EVERETT, Miss Sue, Virginia avenue, Niagare

Canandaigua, and George Flint, of RUNDLE W. P., postal clerk on Lehigh Valley Railroad; seriously injured.

DOUGLASS, Mrs. Ida, No. 5759 Mount Hope avenue, Chicago. preliminary examination of the scene he Hod avenue, Chicago.

Aven GRASTON, H. E., No. 95 Chestnut street

A report from Shortsville gives this list

. Two nuns, Sisters Hortense and Zida, Mary Smith, Sayre, Penn.; Mrs. Theodore W. Merrihew, No. 1833 Fitzwater street, South Philadelphia; Miss Laura Ries, No. 252 Chambers street, Phillipsburg, N. J.: Nellie Waterboc, Perth Amboy, N. J.; Nellie Smith, Phillipsburg. N. J.; Fannie Gouber, Eddyston, Penn.;

Margaret Jacobsen, Philadelphia; Helen which it is possible a few more bodies G. Pierson, Philadelphia; Laura M. Richardson, Germantown, Penn.; Mrs. wrecking crew had narrow escapes, and Harry Hamilton, San Antonio, Tex.; Captain Robert Salisbury, Philadelphia; trestle side before it plunged down P. J. Spindler, Olean, N. Y.; Howard Hadley, Philadelphia; S. P. Draper and Emeline Draper, Lancaster, Penn. Agnes Gardner, Atlantic City; Mrs. H. O. is the scantiness of means of identifying Douglass, Newton's Square, Penn.; Mr. the victims. Rescuers, in their haste to and Mrs. S. W. Walker, Lakewood, Ohio; remove clothing and effects from the Geraldine Inman, Philadelphia; Mrs. S. persons of the victims, neglected to keep B. Winterberry, Toronto, Ont., and Colonel F. A. Kellar, Washington.

> Clifton Springs, N. Y., Aug. 25 .-Springs Sanatorium. So far as known they are:

ORR. Mr. and Mrs. Thomas.

FINNER, Mr. and Mrs. Frank, No. 1612 North 18th street, Philadelphia; injuries slight. TODD, Mr. and Mrs. Robert, No. 1916 North 11th street, Philadelphia; Mrs. Todd serious-ly injured.

"M. E. H.," Mrs. (unidentified further); condi-tion critical. Identification by plain band bracelet on arm and signet ring containing TAYLOR, Mrs. George R., No. 512 Plymouth avenue, Buffalo; condition critical.

SMITH. Mrs. Lottle, No. 2443 Burke street Philadelphia; slightly injured. NIXON, Mrs. M. M. and Miss Elale. No. 2626 North street, Philadelphia; not critical, MENIHEM, Mrs. Thomas, Fitzhugh street, Phil-adelphia; will recover.

Canandaigua, N. Y., Aug. 25.-Mrs. Harry Smith, of Sayre, Penn., is the most seriously injured of those brought Coroner Eisline, at 9:30 o'clock, sald: here from the Manchester wreck. She is

Commencing

To-morrow, August 27th

The New-York Tribune

will publish

Daily and Sunday

during the renting season an apartment house

directory, giving location, size and rental of

desirable apartments from 2 to 14 rooms,

ranging from \$300 to \$10,000 yearly rental.

Tribune's Towns & Cities Contest \$15,000 in Prizes My answers to the Towns and Cities Contest Pictures of

this date and number are:

......CUT ALONG THIS LINE.....

P. O. Address.....

...... CUT ALONG THIS LINE ..... Contestants in the Towns and Cities Contest must write their answers upon this coupon, which will appear on Page 2 of The Tribune every day during the contest. The COMPLETE coupon must be returned. Answers submitted on coupons which are not complete will not be considered. List of prizes and rules governing the contest appear with

TO-DAY'S PICTURES ON PAGE 9.

reported as dying at the Memorial Hospital. Others who were injured are: GARDY, Mrs. Agnes, Atlantic City.

DOUGLASS, Mrs. H. O., Newton Square, Penn WALKER, Mr. and Mrs. A. W., Lakewood. INMAN, Jeroldene, Philadelphia.

IRVING. Mr. and Mrs. George, and sen John twelve years old, Ridley Park, Philadelphia. WILLIAMS, Miss Sarsh. WILLIAMS, Miss Amanda, Philadelphia RUDDACH, Mr. and Mrs. Charles, Baltimore GOTTCHELL, Mrs. Joseph, Philadelphia. HANSBURY, Captain Robert S. and wife, No. 4108 Warren street, Philadelphia. BARTILLUCEI, Joseph P., No. 727 South 7th street, Philadelphia.

RICHARDSON, Miss Lens. No. 2030 East Chil ton street, Germantown, Philadelphia. TODD, Mrs. R., No. 1916, North 19th street, Philadelphia.

TWO INQUIRIES ORDERED

#### Commerce Commission and Pub lic Service Board to Probe.

Washington, Aug. 25 .- As soon as the In formed of the gravity of the wreck on the Lehigh Valley Railroad at Manchester, N. Y., Chairman Judson C. Clements directed H. W. Belnap, chief inspector of railway

tion. They will reach Manchester early to-

N. Rockwell, accident inspector, to go to out delay. They left here for Manchester

# ed of Air Hole.

According to information received at Manchester was caused by a broken rall.

extending for about fourteen inches. The city. defect was such that it could not be de-

train left Buffalo at 10:35, forty minutes O'Sullivan in his fight in every possible late, according to the railroad official, it way. five miles an hour was not exceeded,

The train, No. 4, is known as the New Rochester Junction, making fourteen cars in all. These were as follows: One exone Pullman sleeping car, one Pullman parlor car, one dining car and eight

### EVEN VETERANS UNNERVED Battle-Scarred Soldiers Tell of the Wreck.

Wilkes-Barre, Penn., Aug. 25 .- What was left of the Lehigh Valley train, wrecked way to New York at 7:20 to-night. It consisted of six coaches. As originally made up the train carried fourteen cars. No wounded persons were on the train.

James McDermott, a Grand Army vetwrecked train. He said as he left the train in this city:

"I was sitting in one of the forward in which I was riding leave the rails and River. run over the ties of the trestle we were standstill. I looked out of the window and saw three of the cars back of me over the mbankment. I left my car and went back. but I could render little assistance. men soon appeared with axes, and they started to cut through one of the wrecked cars in which many women passengers with the Passale Sewage Commission. were imprisoned. The sight of those who were injured, carrying the dead and injured from the cars, was sickening even to

a hardened soldier. J. W. Morris, of New Brunswick, N. J. who was a delegate to the G. A. R. convention, also talked about the wreck.

"It was an awful tragedy," he said, "I was in the War of the Rebellion and saw much bloodshed, but to-day's accident came so unexpectedly that I was unnerved. was in one of the forward cars, the front trucks of which left the rails. A coach, Pullman and the diner in the rear of our car were precipitated over a fifty-foot embankment into a creek. The cars were badly wrecked and the cries of the women badly wrecked and the cries of the women passengers were agonizing. I saw some of the women passengers clad in white garments which were covered from head to foot with blood. One lady's head was crushed to a mass. The cars when they went over the embankment carried the telegraph wires with them, and that delayed the sending out of news about the wreck. But the reacuers did noble work. A special train took the injured to the hospital at Geneva, N. Y."

SUNDAY'S NEW-YORK TRIBUNE Mailed anywhere in the United States for \$2.00 a year.

# SEWAGE HEARINGS BEGUN

Referee Named in New York-New Jersey Litigation.

MANY EXPERTS TO TESTIFY

Dr. O'Sullivan Represents This State in Fight Against Passaic Trunk Plan.

Chief Justice White has appointed James D. Maher, of Washington, as referee in the uit brought by the State of New York against the State of New Jersey and the Passaic Valley Sewage Commission, to enin the latter from emptying the sewage of its proposed trunk sewage tunnel, which, terstate Commerce Commission was in- according to present plans, would have a capacity of 360,000,000 gallons daily, into New York Harbor off Robbin's reef.

Dr. William J. O'Sullivan, an assistant

Albany, Aug. 25 .- A thorough investiga- by the Attorney General of this state to tion into the cause of the Manchester wreck represent New York. Recently the Board is to be made by the upstate Public Ser- of Aldermen, following the earnest solicivice Commission. When informed of the tation of Dr. O'Sullivan, voted an appro wreck by telephone to-day, the commission priation of \$50,000 for the purpose of hiring immediately ordered Archibald Buchanan, experts to testify as to the effect the jr., its supervisor of equipment, and Henry emptying of this vast amount of sewage Manchester and report their findings with- health of the residents of New York City.

and day, and persons in this city conversant carried at a loss. with the suit expressed the opinion yesterday that be would win it, especially since RAIL THOROUGHLY TESTED Governor Dix has signed The Bronx sewer Company Hears Defect Consist- purification of the sewage which will pass is the opinion of the department that were through that vast conduit.

pollution committee of the Merchants' As- their publications, there could be a corre-According to information received at the offices of the Lehigh Valley Rail-road Company. No. 143 Liberty street. yesterday, the wreck of the train at present plans the result would be, say Department is at last upon a self-support-through the state. Thousands of intel-The composition of the rail was according would be carried by tides up the Hudson sarily taxed to support the other. It is perts, both chemists and engineers; and the same instrumentality and distributed should be at least self-supporting. the rail was inspected with the usual care in the North, East and Harlem rivers, dis-

Among those who have testified before detect was such that it could not be deAmong Those who have testified before tected by inspection. There were also hard the referee are Henry Hageman Hall, EdHughes, President Lowell of Harvard and Republicanism upon some one candidate. spots about one and one-half inches in ward Hatch, jr., and Robert A. C. Smith, President Wheeler of the Chicago Chamber diameter in the ball of the rail in two the latter vice-chairman of the Chamber different sections. The rail was made in of Commerce. The Merchants' Association, the Art Commission, the Chamber of be glad to receive briefs until the end of The accident occurred just outside of Commerce, the Historical and Scenic Manchester yard, and trains do not run Preservation Society and the City Club through there at a greater speed than are among the civic organizations which twenty-five miles an hour. Though this have signified their willingness to aid Dr.

did not make up any time between there and Rochester Junction, and a record of Board of Aldermen enables Dr. O'Sullivan the time at which it passed several sta- to hire experts in sewage matters from all tions shows that the speed limit of twenty- parts of the world to come here and testify Next week there will be a conference of some half dozen of these in Dr. O'Sulli-York and Philadelphia Day Express. It van's office in the Hall of Records. The consisted of twelve cars on leaving Buffalo state has had great difficulty in getting and two additional cars were picked up at the services of these men, some of whom are now in Europe, and others widely scattered in this country on their vacations. press car, one baggage car, one mail car. For this reason Dr. O'Sullivan at the last hearing asked and got an adjournment

until September 5. . The state must finish its direct case by October 1 of this year. The defence is then allowed until January to put in its rebuttal evidence. By March both sides must have their completed cases in, and it

make his formal report to the United States Supreme Court some time in May. Joseph Coult and Adrian Riker are the at Manchester, arrived in this city on its counsel employed by New Jersey to defend the construction of the Passaic sewer. But already there is dissension in the ranks of the Jersey people. Rudolph Herring, proposition, has changed front entirely, it

known as the father of the trunk sewer eran, of Scranton, was a passenger on the is said. He is now opposed to the building of a sewer to empty off Robbins Reef. Instead, he advocates a sewer, with purification and disposal plants, which shall empty coaches when I felt the wheels of the car into the natural watershed, the Passalo Both the Oranges, Glen Ridge and Montcrossing. In another second I was joited clair are up in revolt over the plan, de-

out of my seat. Then the train came to a | claring not only that it is not the proper or natural solution of the question of been assessed too great a portion of the Two expense. Other towns as well are dissatisfied. The four towns above mentioned have declined to enter into any contracts It is understood that Dr. O'Sullivan will call as witnesses members of the old New

York Bay Pollution Commission and members of the Metropolitan Sewerage Com mission, as well as other experts. The next meeting will be held at No. 299 Broadway on September 5. When Dr. O'Sullivan was seen yesterday he declined to dis the suit in any of its aspects.

## BROOKLYN MAN MISSING

Omaha Police Asked to Find Samuel J. Walter.

(Hy Telegraph to The Tribune.) Omaha, Aug. 35 .- Benjamin A. Walter, of since last Wednesday. The men declined No. 1912 DeKalb avenue, Brooklyn, has to give their names or tell anything about asked the police of Omaha to assist in find- themselves. They said Irwin left the Waling his brother, Samuel J. Walter, who is dorf to visit friends at the Hotel Belmont, supposed to have disappeared in Omaha and had never reached the Belmont and

Samuel Walter left his home in Brooklyn early in the year to seek his fortune in the West. Letters came regularly from him until he reached Omaha, since which time his family has been unable to hear from him or to trace his movements in any way.

## HITCHCOCK SAYS HE FAVORS PARCELS POST

Postmaster General So Announces After Hearings on Second Class Mail Rates.

WOULD TRY IT OUT FIRST

Rural Free Delivery Routes Offer Field for Start—System May Gradually Develop to the Whole Country.

Postmaster General Frank H. Hitchcock said yesterday, after the close of the hearings on second class mall rates, that he favored the introduction of a parcels post, although he was opposed to an immediate establishment of this service throughout the whole department, because of the inevitable disturbance to the prompt dling of the existing classes of mail that would be caused by throwing the great volume of parcels post matter into the

"I am very much in favor of a parcels post," said Mr. Hitchcock, "but, it must be established in a way that will enable the Postoffice Department to care for it of other classes of mail matter now se commercial public. I should like to els post that would enable the department first to install it locally on the rural free delivery systems. Then it can be extended as time and conditions permit to the deliveries of the smaller and larger cities. After its handling along these lines has proved practical, which it undoubtedly will, out necessitating a careful and proper adjustment of conditions, then I would extend it to the railway mail service and to the whole postal system.

great volume of parcels post matter that would be thrown immediately into the malis, would result in an edless confusion that would, as I have outlined, interfer with the quick and rapid delivery of the now existing classes of mail matter. I am sure this parcels post would give the government a great revenue. Particularly it would be of vast benefit to the public living on the present free delivery routes. It is there that it can be installed in the first existing conditions.

"Indeed, the parcels post could, with care ganizations of greater New York have ap- organization, be made one of the greatest KOHLER, Emiel, twenty-five years old, No. 227 perts to proceed instantly to the scene of West Vine street, Lancaster, Penn.

KOHLER, Emiel, twenty-five years old, No. 227 perts to proceed instantly to the scene of the proposed seven which the disaster to make a thorough investigation. screening or purifying plants are provided. out the service would be to render it not only unsatisfactory but to make it a hinrporation counsel, has been designated drance to our well moving mail machin-

### Seeks Better Adjustment of Rates.

Turning to the matter before the Congressional Postal Commission, Mr. Hitchcock said the department was not seeking would have on the waters and on the n.ent of them. He said the government cism throughout the state for years, and carried first class mail matter at a good adds: Dr. O'Sulliyan has been working night profit, but that second class mail was being "In other words, the people are being

taxed the profits of the first class mail in order to support the handling of second bill, which provides for the screening and class mail matter," said Mr. Hitchcock. "It the publishers, of whom there are only J. Pierpont Morgan, member of the antine experts, that the unpurified sewage ing basis, but one class is being unneces-

in process of manufacture and was sub- seminating evil odors which, because of pound that the department is seeking on jected to the usual severe physical test their strength, would be obnoxious to per- second class mail would fall but hightly after it was made. The rail was of the sons along the shore front, as well as pasunusually high class for which a premium sengers on the incoming steamers and now admittedly earning a good profit upon William S. Vare, who has grown rich in other boats. Furthermore, such unpurified their publications, and if recommended by association with him. sewage, it is said, would be full of germs this commission it would relieve the public. I am convinced that among all those The defect consisted of a "pipe"-an air sewage, it is said, would be full of germs this commission it would relieve the public hole-in the centre of the web of the rail, and might seriously affect the health of the from the present rate on letters, which who are mentioned George H. Earle is the International Brotherhood of Black

could then be reduced." The commission, composed of Justice of Commerce, ended its hearings yesterday. Justice Hughes announced that he would Mr. Farle

## Mail Order House Opposition.

During the morning session William Rosenbaum, representing a mail order house protest against an increase of second class mail rates. He said his firm expended \$600,000 a year for mail service, and gave a business to the express companies amount- end in humiliating defeat at the polls." ing to \$400,000. Mr. Rosenbaum expressed brought the great amount of business t his firm, and that an increase in the postal rate would reduce the mail order business and the income of the Postoffice Depart.

After the appearance of various publishers of magazines Postmaster General Hitch- soon as she could talk, figures prominently cock offered a table showing the increase in the suit for separation which has been partment of the American Federation of in advertising rates from 1898 to 1919. This instituted by Mrs. Nora Stanton Blatchincrease, he said, was so marked that it De Forest against her husband, Dr. Lee deserved the consideration of the commis- De Forest, in the Supreme Court, Brook-"Everybody's," he said, charged in lyn. Dr. De Forest was formerly head of 1898 \$1 a line, while it now commands the North American Wireless Company. is believed that the referee will be able to \$2.23 a line, and "The Saturday Evening He is now in California. The baby suf-Post," which in 1898 received 25 cents a line, now gets \$6 a line.

## EX-REGISTER GETS JOB

#### Matthew E. Dooley Assistant Superintendent of Record for Kings. Matthew E. Dooley, former Register of

Kings County and leader of the 12th Dis-

ly, was appointed Assistant Superintendent of Records for the county vesterday by Charles H. Graff, the Kings Commissioner of Records. Mr. Dooley succeeds John E. Campbell, who was a Republican. The appointment is taken by local politicians as pointing to a healthy state of harmony prevailing in the McCooey organization, it besewage disposal, but also that they have ing understood that Dooley was backed by James Shevlin, the Willoughby Street leader, for the place. Now that an office has been found for

Dooley, it is considered probable also that Charles C. Wise, former Deputy Fire Commissioner, will be made deputy clerk of the County Court, to succeed Charles S. Devoy, who, it is asserted, is now on a vacation without leave from his immediate superior.

## J. IRWIN, CANADA, MISSING

#### Mysterious Friends Say He Disappeared After Leaving Waldorf. Two men asked the West 30th street po-

lice last night if they knew anything about 'J. Irwin," a wealthy manufacturer of Ottawa, Canada, who, they said, had been missing from the Waldorf-Astoria Hotel had not returned to the Waldorf.

The lieutenant referred them to the Bu-

the merit system and to extend the domain of the time system. He added: domnin of the time system. He added.

It would first amend the general law of the state applying alike to all cities by means of a special city charter; secondly, it would abolish the most vital safeguard against a political administration of the civil service law in New York City; third, its provisions would give an easy method for legislating on the one hand and for an administrative board of the city government, made up of political officers, on the other, to extend indefinitely the exempt positions which are not subject to competitive examinations.

The supervision of the State Commission, which would be abolished by the new charter, was essential, Mr. Goodwin stated, to secure a uniform enforcement of the state Civil Service law.

"Not only has it proved an effective check against political administration," he said. "but it is the only effective

heck that has been devised. Mr. Goodwin found many other things c criticise in the proposed changes. Alexander Keegh, a member of the

present Municipal Commission, appeared to suggest several minor amendments, while former Commissioner Talley defended the propositions and criticised Mr. Goodwin for his opposition.

### Changes in Rapid Transit Act.

Summarizing the changes that would be made in the Rapid Transit act if the proposed charter went through, which changes the Public Service Commission opposes, Mr. Harkness, of counsel, said:

Resolutions relating to the expenditure of moneys must be adopted by the affirmative votes of members of the Board of Estimate entitled to cast ten votes, subject to suspensive veto by the Mayor.

Administration expenses of the commission covering a steff fluctuating in numbers must be put into a budget which, with suplemental requisitions, must be approved by the Board of Estimate and Apportionment, the Board of Aldermen and the Mayor. the Mayor.

All actions in respect of contracts subject to the unqualified and separate right of (1) Board of Estimate and Apportionment, and (2) Mayor, of approval or disap-

Changes in contracts or franchises can only be made after securing the approval of the Board of Estimate and Apportionment and the Mayor.

If a subway be built by assessment and the portion to be paid by the city exceeds \$500,000, the approval of the Board of Aldermen is additionally required.

Arguments were also heard yesterday on the chapters relating to the Police, Fire, Dock and Health departments, but

the discussion was largely technical.

#### PENROSE FLAYS VARE and men of prominence in the civic or-Mayor Indefensible, He Says. [By Telegraph to The Tribune.]

Philadelphia, Aug. 25.—Overshadowing all other political events of the day in Philadelphia, United States Senator Roise Penrose issued his long promised statement in support of George H. Earle as candidate for Mayor at the primaries tract rule, declares Philadelphia's polian increase of rates, but a better adjust- ties have been the subject of much criti-

Any candidacy which relies on tion, fraud, coercion of officeholders and police intimidation is confessedly weak and unworthy of support, and no lasting party success can be based upon it.

He is specific in his attack on the Vare brothers. The statement, in part,

The so-called contractor leadership in ligent voters have undoubtedly voted hould be at least self-supporting.

"The additional increase of a cent a proposition of a contractor's candidacy for the office of Mayor of this city. richest contractors in the city

the most available. There should be a concentration of the and it seems to me that such concentration should be made immediately upon

I shall have more to say later on as the occasion may arise, desire now to say: That any candidacy which relies on corruption, fraud, coerion of officeholders and police intimidation is confessedly weak and unworthy of support, and no lasting party success

"It could not be successful at the primaries," the Senator adds, "and would

### the opinion that advertising in magazines MRS. LEE DE FOREST SUES Daughter of Suffrage Leader Wants Alimony.

A two-year-old child, whose mother taught her to lisp

fragist is with her mother in this city. Mrs. De Forest is the great-grand-daughter of Elizabeth Cady Stanton and the daughter of Mrs. Harriot Stanton Blatch. the suffragist leader. She was represented by Miss Bertha Rembaugh and Dr. De Forest by J. Warren Wright, Mrs. De Forest asks for counsel fees and alimony According to affidavits presented to Justice Putnam the couple were married in trict Democratic organization until recent- 1998. They began housekeeping in an apartment in Riverside Drive. The next year the baby girl arrived. Dr. De Forest declares her mother began to teach her to say "Votes for women!" as soon as she could talk at all. His wife had lost all

> pawn It. He tried to make her jealous by pre tending that he admired another woman. but Mrs. De Forest told him she was not interested in the slightest degree. Dr. De Forest said he was working for the -Paulson Wireless Company, at San Francisco, and received \$300 a month. was willing to give her \$50 a month if she would inform him once a week of the health of the baby

> Mrs. De Forest is a civil engineer and receives \$30 a week from the Radley Steel Construction Company. She also receives \$500 a year from her father. Her affidavit states she has not contributed to th woman suffrage movement since her baby was born. This, she declared, could be learned from the books of the Women's Political Union. She accuses her husband, it is understood, of cruelty and abandon-

#### FIFTY PAINTINGS ON EXHIBITION Patrons of the lewelry store of Charles

Keene, at No. 180 Broadway, have recently been interested in a group of about fifty paintings by well known artists which have been placed on exhibition there b have been placed on exhibition there by Mr. Keene. One of the most important works in the group is "Bebind the Scenes," by Vincente De Paredes. "The First Lesson," by Walter Saterlee, and paintings by John Califano, Clement Quinton, Foubert, Pinchart, Granville Perkins and other recognized artists are to be seen also. The paintings are hung behind the counters in advantageous positions.

# CHARTER HEARINGS END MEN ON VERGE OF STRIKE

Employes of S. P. and U. P. Lines Await Lovett's Action.

25,000 MEN MAY WALK OUT

Railroaders Are Boiling Hot and Want to Quit at Once, Says International President.

Chicago, Aug. 25.-J. W. Kline, international president of the Blacksmiths' Union, to-day sent a telegram to R. S. Lovett president of the Union Pacific and Southern Pacific railroads, in New York, asking for an immediate conference with a vier of bringing about a settlement of the labor dispute which threatens a strike of the

The message sent by President Kits read as follows:

"Everything now depends on Mr. Lovetta said President Kline. "Mr. Kruttsel has said that he receives his orders fro the board of directors in New York, so I am through with Mr. Kruttschnitt. whole matter is now up to President Lovett

ing hot and want to walk out at once. President Lovett intends to do. The t ternational presidents of the various crafe involved are scheduled to meet in Kansas City next Monday to consider the situation but I am trying to have the meeting place Kansas City, Mo., Aug. 23.-J. A. Frank

arranging a conference between Julius Kruttschnitt, vice-president of the Harri man lines, and the five international pres

vill be ordered Tuesday. Plans are now for a gradual tie-up of the system, with a renewal of efforts a negotiation, after each union is called out Federation officers here say they do no want to call the men out and will make

their demands upon the Illinois Central fo recognition. Only 135 of the 8,000 men

bers failed to vote. The demands of the organization, backet

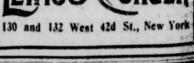
Calvin Wyatt, general organizer of the terday that the men working in the methreaten to strike on the Harriman system because of alleged discrimination again, which has been formed, belong to a local district of the Railroad Employes' Depart ment of the American Federation of Labor unions in the department are the International Brotherhood of Boilermakers, the International Association of Machinists smiths, the Brotherhood of Railroad Car Men, the Order of Railroad Telegraphers and the International Sheet Metal Work ers. The president of the department H. B. Perham, president of the Order of Railroad Telegraphers, the latter being the

the American Federation of Labor. "The Railroad Employes Department of the American Federation of Labor," said Mr. Wyatt, "is divided into districts, the Harriman lines being in one of the dis tricts. The department officers could no take part in negotiations with officials of railroads, but the officers of its local di visions or federations can take part in con ferences with the employers. The federation idea has taken root, and possibly of ecount of the big strike in England the officials of the Harriman system or in fact any railroad system would oppose and closer federation among the unions than they have been accustomed to, and this "Votes for women!" as is the first time the federation, which is the

Labor, came prominently into any disputation. The federated system, however, bound to make headway among the union account of the concentration of interest.



## Water Filters and Coolers



25,000 shopmen employed by the Harriman lines.

P. S. Lovett, president of the Union Pacific

P. S. Lovett, president of the Union Pacific and Southern Pacific railroads, No. 120 Broadway, New York:

As Mr. Kruttschnitt has left for the West, thereby making it impossible to meet him, and as the conditions are extremely serious in the mechanical department and the men on the verge of a strike on the liarriman lines, which we are trying to avoid. I therefore request that you must the international officers of the crafts favoived in an effort to bring about an amicable adjustment of the trouble. Please wire J. W. Kline, international president.

and the heard of directors. "Meanwhile our men out West are both

changed to Chicago.' lin, international president of the Boiler makers, in charge of the Federated Union headquarters here, said to-night, after long distance telephone talk with J. W Kline, who is in Chicago, that Kline was

Earlier in the day, according to report from Chicago, Kline declared he would not meet Mr. Kruttschnitt, and wired President R. S. Lovett of the Harriman lines, asking him to meet the international officers of Monday, and should they fail to negotiate federation officers here declare the strike

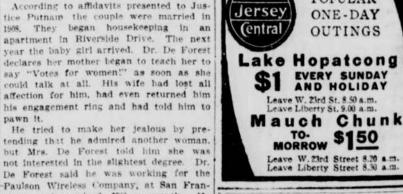
every effort to amicably have the road rec ognize the federation. Paducah, Ky., Aug. 25.-The result of the strike vote taken by the Federatio of Illinois Central Railway Employes, a counted up to a late hour, shows 97 pe cent of the votes cast in favor of back ing up the officers of the federation

by this vote, will be laid before Illinois Central officials in Chicago asking them personally to meet the five union presi-

only one of the railroad brotherhoods in but one thing I the operating department affiliated with

keal district of the Railroad Employes De

among the railroad corporations. President Perham of the Railroad Employes Department of the American Federation of Labor is known as a conservative man, and his advice may go a long way in bring about an amerable adjustment of affairs, though he probably would not seek to take a personal part in any of the nego



Ice Cream Freezers. Etc.

